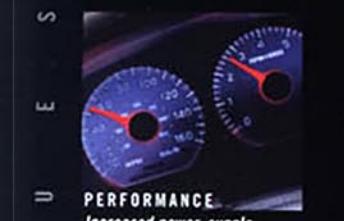


**2001**  
SVT MUSTANG COBRA





PERFORMANCE  
Increased power, supple road manners, and balance among engine, suspension and braking systems.

—

Decisive, ultra-stable braking

G forces, finely balanced



SUBSTANCE  
Character that is built in, not added on.

—



EXCLUSIVITY  
Low-volume, limited-production products available only from specially trained dealers.

—



VALUE  
A lot of performance and driving pleasure for the money.

—

Every sense alive, in tune

Steering finesse motion ... precise, predictable

Eager surge of power ... an exultant cadenza.

Smooth, supple shift

Feel every nuance of vital dynamics

THE PURE PASSION OF DRIVING AS IT WAS MEANT TO BE.



An engine that breathes deeply during a rush to the redline. A chassis that balances poise with predictability. SVT combines these virtues with finesse, in vehicles that deliver exhilarating driving experiences.

# DRIVING EXPERIENCE



SUNRISE. The early morning mist hangs low over the trees, and a special car awaits in the driveway. Its shape is chiseled, tough. Long hood, short deck and a wide-set, athletic stance — classic proportions. From its narrow grille to its quarter-panel side vents to its triple-lens taillights, it is instantly recognizable, its purpose unmistakable.

YOU KEY THE ENGINE. White-faced gauges spring to life and the powerplant settles

down to a demure, loping idle. Grab the chunky, leather-wrapped shifter and snick it into first. A low, muted snarl fills the cabin in response to your right foot tickling the throttle. READY AND WILLING are 4.6 liters of double-overhead-cam, four-valves-per-cylinder, all-aluminum V8 — tweaked to 320hp, with a 6,800-rpm redline up top and bags of American-style torque down low. The engine note is a constant presence, goading you on as you work through the gears and up the rev range — a throbbing beat by 3,000 rpm; an insistent, throaty whir at 4,000; escalating into a biting, barking, exuberant Gatling-gun blast of exhaust, intake rush, and whirring valves, belts,



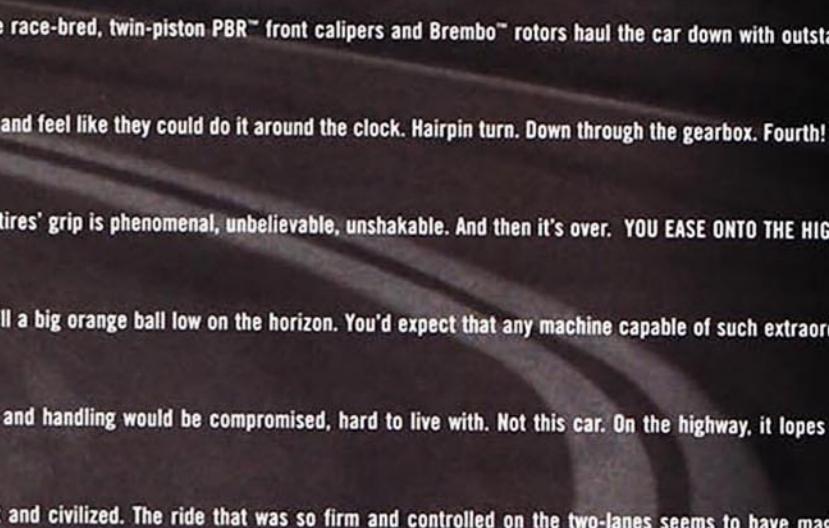
cams and gears — a redline scream that would do any supercar proud. Suddenly, the road is being sucked up at a prodigious rate. Your senses strain to keep up. It's a carnival ride in a leather-trimmed bucket and you want it never to end. THE ROAD FOLLOWS a river, then cuts away in sharp, thrilling twists and turns. You're into the rhythm. You feed the car into a sweeping S-bend. The thick, leather-covered steering wheel's four spokes are perfectly placed for aggressive driving. Steering is precise and fluid. The firm suspension keeps body roll, dive,

and squat in magnificent check. You can almost think the car through. A sudden dip in the middle of a sweeper tries to unsettle the vehicle, but it can't — because underneath the rear end of this pony car is something none of its competition packs: an independent rear suspension that takes it to the next level of handling finesse and overall balance. HARD ON THE BRAKES. The pedal is firm, responsive, confidence-

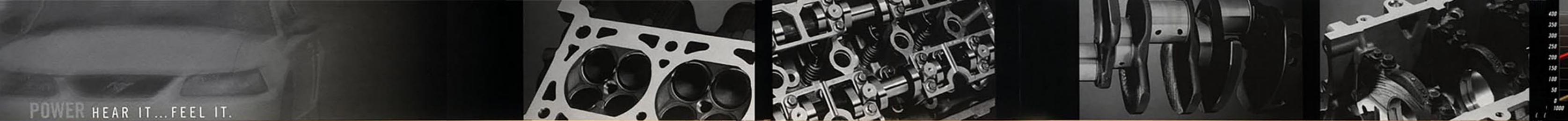


inspiring. The race-bred, twin-piston PBR™ front calipers and Brembo™ rotors haul the car down with outstanding deceleration and feel like they could do it around the clock. Hairpin turn. Down through the gearbox. Fourth! Third! Second! The tires' grip is phenomenal, unbelievable, unshakable. And then it's over. YOU EASE ONTO THE HIGHWAY. The sun is still a big orange ball low on the horizon. You'd expect that any machine capable of such extraordinary performance and handling would be compromised, hard to live with. Not this car. On the highway, it lopes along in fifth, quiet and civilized. The ride that was so firm and controlled on the two-lanes seems to have magically

become almost supple. This machine is brute force wrapped in velvet. Raw power fused with sophistication that shows in a remarkable balance across the full range of driving situations. Never out of place, never off-guard. It's comfortable enough to drive coast-to-coast. CIVILIZATION AND LIFE — with all its complex and mundane responsibilities — is just around the next bend in the highway. Reality is about to close in. But the feel of taut machinery — and that furious sound — are fresh in your mind. This is driving passion at its best. THIS IS SVT MUSTANG COBRA.



EXPERIENCE



POWER HEAR IT...FEEL IT.

OPEN THE THROTTLE; CRANK UP A QUAD-CAM SYMPHONY.

THE WAY IT WAS MEANT TO BE HEARD ... AND FELT.

LET IT FLOW THROUGH YOUR SENSES.

The SVT Cobra cylinder heads have two intake and two exhaust valves in each combustion chamber. The intake valves measure 37mm and the exhaust valves are 30mm in diameter.

The camshafts run in line-bored journals and are secured from above with aluminum girdles. Roller-finger cam followers incorporate hydraulic valve-lash adjusters.

The forged-steel crankshaft is manufactured by Krupp Gerlach-Werke in the United States. Counterweights, placed opposite every throw of the crankshaft, contribute to the SVT COBRA engine's exceptionally smooth revving characteristics from idle to redline.

The main bearing caps that carry the forged crankshaft are secured to the lightweight aluminum-alloy block with six high-tensile steel bolts, spreading loads over a broad area of the block.

#### SINCE 1996, THE SVT COBRA

has featured a potent, aluminum-alloy V8 with double overhead cams, four valves per cylinder, and a 6,800-rpm redline — a quintessential modern performance engine.

#### ELECTRONICS

The Ford EEC-V computer system monitors engine functions, including air flow, rpm, crankshaft position and camshaft position. It can make millions of adjustments per second, optimizing the spark and fuel-air mixture to maximize power. And each cylinder is fired by a distributorless, coil-on-plug ignition system, which brings a greater measure of ignition precision and simplicity.

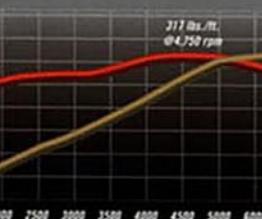
For 2001, the SVT Cobra V8 meets federal Transitional Low Emissions Vehicle (TLEV) standards for tailpipe emissions.

#### COOLING

Consistent oil temperatures in this high-performance engine are achieved with a water-to-oil cooler mounted between the left side of the block and the oil filter. The engine cooling system is designed to maintain normal-range coolant temperatures, even under high-performance conditions.

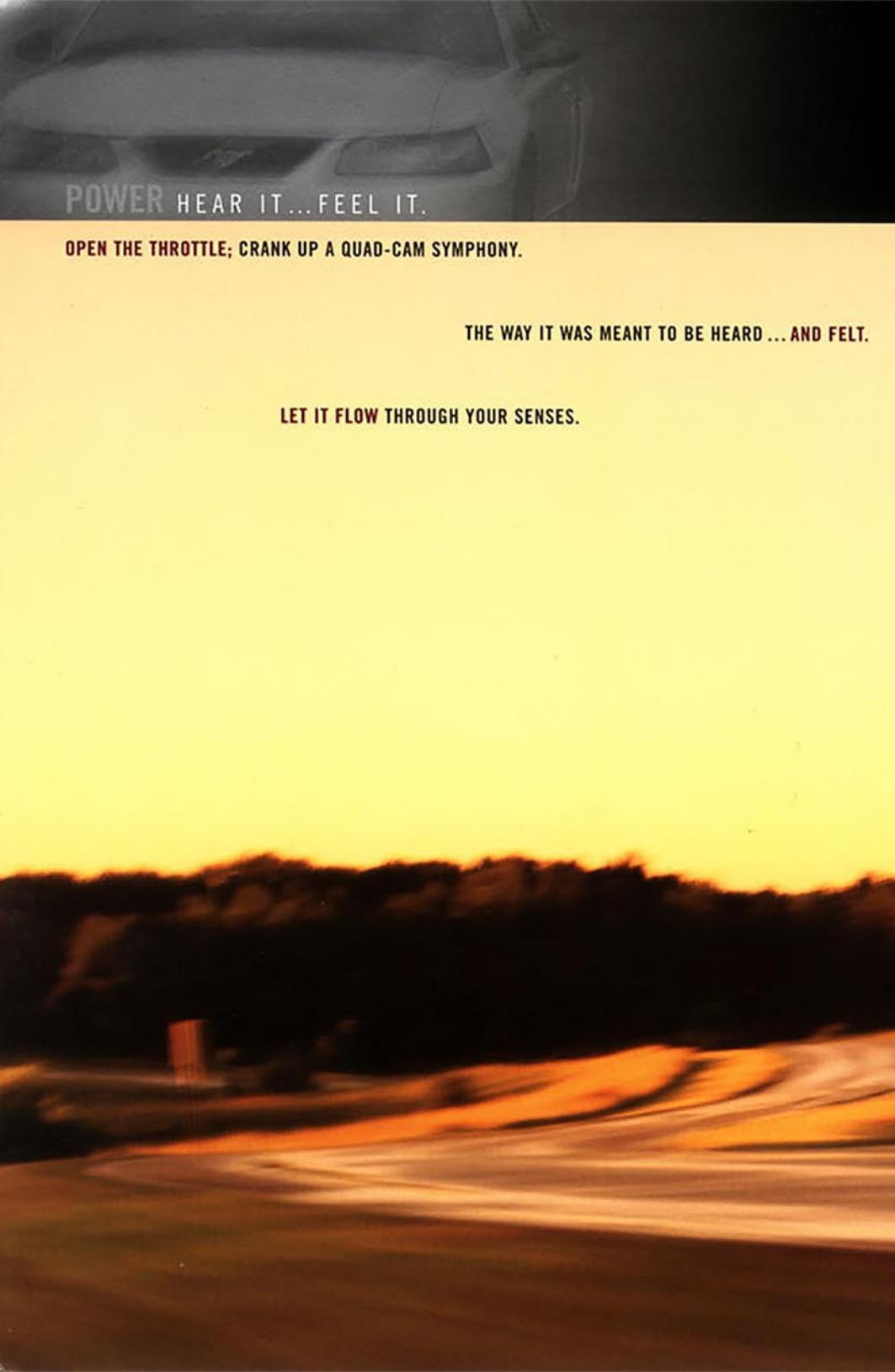
#### DRIVELINE

The SVT Cobra V8 delivers power through an 11-inch clutch plate to the rugged Tremec TR3650 five-speed transmission, and on to the rear wheels through a limited-slip differential and a 3.27:1 axle ratio.



The SVT Cobra is free-revving from idle to its 6,800-rpm redline. It produces 320 horsepower at 6,000 rpm, and 317 lb.-ft. of torque at 4,750 rpm. The SVT Cobra V8 develops 69.55 horsepower per liter, or 1.14 horsepower per cubic inch.





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This special version of the SVT Mustang Cobra engine is cut away to show the internals of the all-alloy V8. Look for this display unit of the quad-cam 4.6-liter powerplant at the Ford exhibit at major auto shows.



DRIVER AND CAR. FLUID HARMONY.



DESIGN FORM. FUNCTION.

SETTLE IN ...FEEL THE CONNECTION.

EFFICIENT, TACTILE ... THE SENSORY LINK TO CONTROL.

SUPPORT, COMFORT ... AND HEAD-TURNING STYLE.

SUBTLE SIGNALS OF POWER.



**THE SVT COBRA** is distinguished from other Mustang models by a number of visual signatures. These include a unique hood design, a front fascia incorporating round driving lights and a deep intake that helps force air through the engine cooling system, and Cobra badges on the front fenders.

At the rear, tri-color taillamps, polished three-inch exhaust tips, an SVT badge, the word "COBRA" across the rear fascia, and an optional, low-drag spoiler set the SVT Cobra apart. Both the hood and the rear deck are constructed of lightweight composite materials.

#### DRIVING ENVIRONMENT

Seats in the 2001 SVT Cobra are constructed with firm bolster padding for exceptional lateral support. Design of the Alcantara seat insert material is unique to Cobra, sporting the Cobra emblem embroidered on the seatback. The driver's seat provides six-way power adjustment, and includes ample rearward travel to accommodate long-legged drivers.

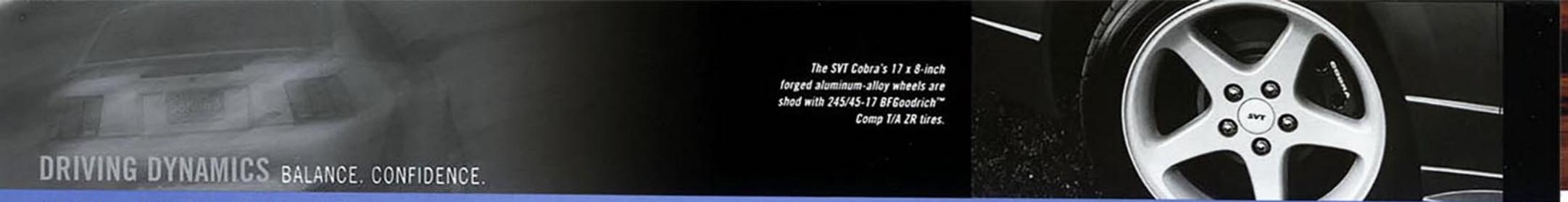
The steering wheel and shift knob are leather-wrapped, and the boots for the shift and parking brake levers also are leather.

#### SAFETY AND SECURITY

An important standard feature on all SVT products is the Ford SecuriLock™ passive anti-theft system. Each SVT vehicle key carries a radio transponder with a unique code. If the key's code matches its counterpart stored in the car, a signal to the EEC-V computer system enables engine starting.

New safety features for 2001 include an internal emergency release for the rear decklid, Ford's BeltMinder™ safety belt use reminder system, and a child safety seat top-tether anchor in the rear seat.





## DRIVING DYNAMICS BALANCE. CONFIDENCE.

**CONTROL** ... AN EXTENSION OF MIND, HANDS, FEET.

INTO THE ZONE ... ULTIMATE RAPPORT ...

A VECTORED SENSE OF PLACE AND MOTION ...

MILES OF DRIVING DELIGHT.



The SVT Cobra's 17 x 8-inch forged aluminum-alloy wheels are shod with 245/45-17 BF Goodrich<sup>TM</sup> Comp T/A ZR tires.



PBR<sup>TM</sup> calipers clamp on 13.0-inch Brembo<sup>TM</sup> rotors, which deliver excellent stopping power and resistance to fade.

**INTIMATE COMMUNICATION** between driver and car lies at the heart of the SVT performance philosophy. A sophisticated and athletic suspension is the nexus.

### INDEPENDENT REAR SUSPENSION

The IRS system is unique to Cobra in the Mustang model line. A tubular steel subframe, fit neatly under the existing Mustang platform, carries the suspension. The system consists of cast iron upper control arms, aluminum lower control arms

470 lbs./in. linear rate coil springs.

and aluminum spindles. Fixed tie rods behind the center of each wheel control toe characteristics during cornering, acceleration and braking. Other features include a 26mm tubular stabilizer bar, linear-rate coil springs, and a robust limited-slip differential housed inside an aluminum case.

The IRS system greatly reduces the potential for suspension bottoming, and lessens the suspension's sensitivity to road surface imperfections. Excellent body and wheel control help keep the rear tires securely planted during hard braking.

The upper control arm is cast iron.

The limited-slip 3.27:1 differential is housed inside an aluminum case.

26mm tubular stabilizer bar.

Gas-charged digressive-valved shock absorber.

Aluminum-alloy spindle.

Fixed tie rods are placed behind the center of each wheel. They control toe characteristics during cornering.

Aluminum-alloy spindle.

The lower control arm is aluminum-alloy.

Aluminum-alloy spindle.

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that the drive wheels are searching for optimum traction several times per second. During a full-power start on dry pavement, the traction control system allows the drive wheels to spin as long as the car is accelerating forward in a straight line.

The sophistication of this system improves the all-weather capabilities of the SVT Cobra without reducing its performance or entertainment value. The driver also can switch off the system entirely.

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### FRONT SUSPENSION

The SVT Cobra front suspension is a modified MacPherson strut design with linear-rate coil springs on the lower control arms, and a 28mm tubular stabilizer bar. Hydraulically assisted rack-and-pinion steering feels precise and communicative to the driver.

### BRAKES, WHEELS AND TIRES

The SVT Cobra is equipped with PBR<sup>TM</sup> twin-piston front calipers on 13.0-inch Brembo<sup>TM</sup> rotors, which have proven both durable and resistant to fade. At the rear are 11.65-inch rotors and single-piston calipers. The SVT Cobra four-wheel vented discs are controlled by a four-channel, four-sensor anti-lock system.

The forged aluminum-alloy wheels measure 17 x 8 inches. They are fitted with the proven 245/45-17 BF Goodrich<sup>TM</sup> Comp T/A ZR tires, which evolved from those first used by SVT on the 1995 SVT Mustang Cobra R race car.

David Kirchle



### THE ULTIMATE GOAL

At the heart of the SVT Mustang Cobra and the SVT philosophy is a deep commitment to skillful and enthusiastic driving. Everyone at SVT – engineers, designers, product planners, and marketers – is an enthusiast, someone who loves to drive quickly and well. They are fluent in the language of performance-driving. To help SVT owners speak that language more fluently, SVT offers new SVT owners a discount at the Bob Bondurant School of High-Performance Driving, where skills can be honed that can improve driving in all conditions, from performance driving to the everyday commute. The SVT Cobra has served as the principal student car at the Bondurant School since 1997 for advanced courses. Great test results published by a magazine are not enough. It is equally important how a performance vehicle achieves those numbers, and how it engages its driver. The intelligent performance vehicle entertains with brilliant conversation. Excellent communication lies at the heart of the SVT performance philosophy. In the design of our vehicles and the performance of our dealers, our ultimate goal is to provide the enthusiast many years of enjoyable performance driving.



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